



Fire Lookout on Columbia Mountain.

Bangs Mountain Picnic Overlook, Sherman Creek Trailhead and Log Flume Heritage Site.

Non-interpretive Site Corridor Opportunities

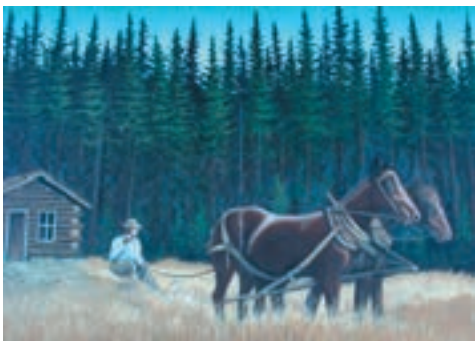
There are a number of sites off the corridor that did not fall within the scope of design development within this plan, but should be discussed because of their proximity to the Byway and the interest they hold to its different users.

The Sherman Creek Fish Hatchery, administered by the Sherman Creek Wildlife Recreation Area is located at the mouth of Sherman Creek where it empties into Lake Roosevelt on the western side of the Byway. Fish hatchery managers there have expressed interest in linking this site to the Byway and increasing public visitation in the future. Immediately up stream from the hatchery is the site of an early 20th century lumber mill that was fed by logs originating further up Sherman Creek. While both of these sites hold interpretive value for visitors of the Byway, they have not been presented as design sites, but

should be considered for future development and connection to the Byway.

Trout Lake Campground is another site that holds interest to Byway users because of its recreation opportunities. It is located on National Forest System land, about 5 miles north of Canyon Creek Campground and the Byway, on Forest Road 20020. Lake access at the campground provides opportunities for fishing and boating. The trail here leads hikers up into Hoodoo Canyon, a dramatic glacier carved-chasm providing a very different experience from other places encountered along the Byway.

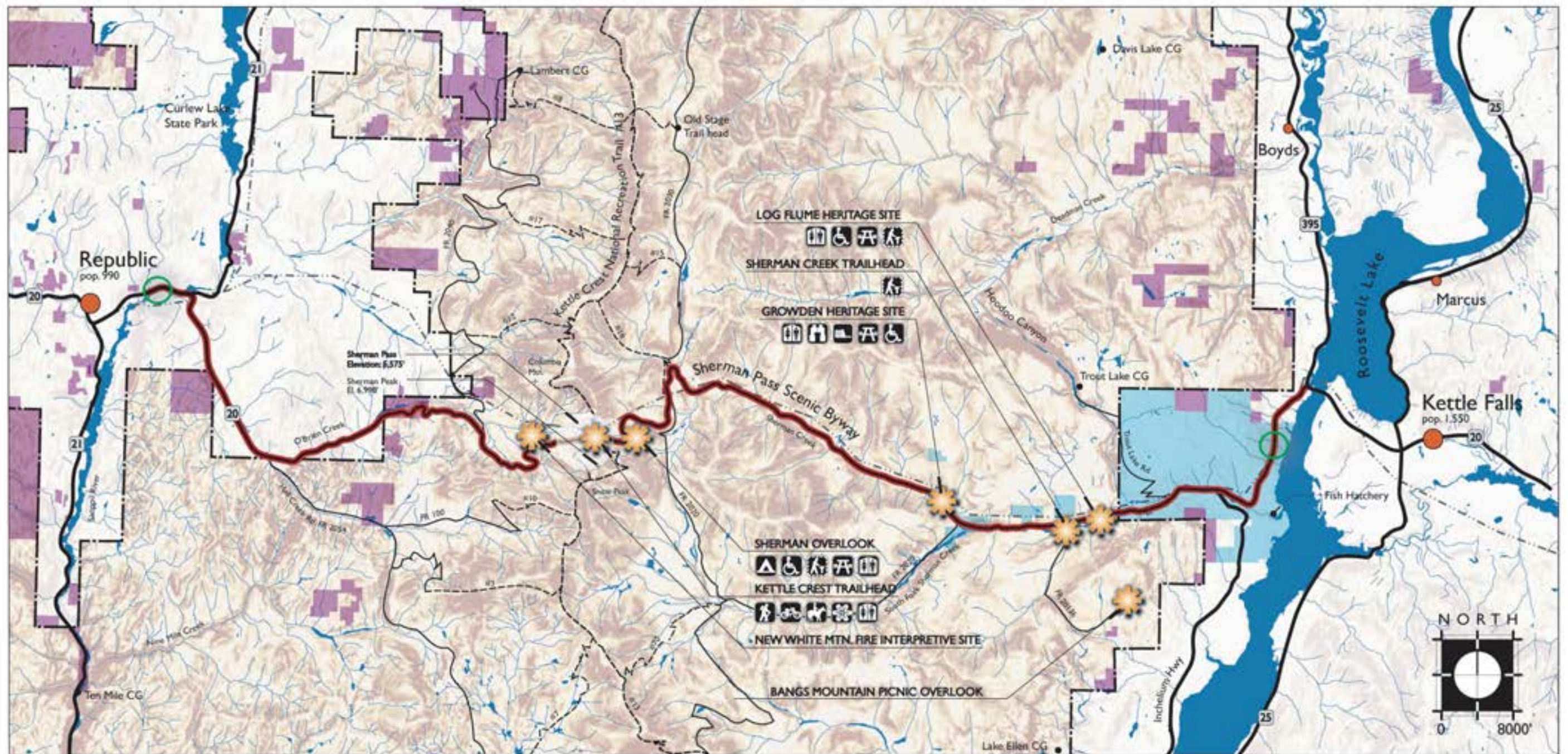
Columbia Mountain sits just to the north of Sherman Pass. At its summit is found the remnants of the Columbia Mountain fire lookout and cabin. This outpost formed part of a network of fire lookouts that stretched across the region atop the highest peaks, positioned as the first line of defense in the effort to prevent destructive fires. The Kettle Crest National Scenic Trail going north leads to the Columbia Mountain loop trail from the Kettle Crest Trailhead, which provides access to the top of this mountain.



Mural in Republic depicting life of early American settlers, by Brad Wood.



Sunset in Hoodoo Canyon.



Legend

- Sherman Pass Scenic Byway
- Highways
- Forest Service Roads

- Power lines
- National Forest Boundary
- Trails

- Wash. Department of Fish and Wildlife
- Other Inholdings
- Water

Existing Facilities

- Interpretive Sites
- Gateway Sites
- Picnic Area
- Camping
- Wheel Chair Accessible Facilities
- Hiking Trail
- Interpretive Trail
- Mountain Bike Trail
- Equestrian Facility & Trail
- Point of Interest
- Sno-park
- Restrooms
- Dam

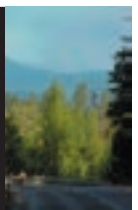
Sherman Pass Corridor Map

Sherman Pass Scenic Byway Corridor Plan





Project Goals & Overview



Overview

The Sherman Pass Scenic Byway serves two main functions. It is an arterial serving transportation and commuting needs for Ferry County, connecting the communities of Republic and Kettle Falls and beyond to Colville and Spokane. Secondly, the Byway also plays a role as a transportation route for recreation travelers on their way to more distant destinations east or west, or as part of the “International Loop” extending into British Columbia. Currently, communities in the local region are looking for ways to counter economic difficulties caused by the decline of logging and mining industries. While it is recognized that the Byway cannot solve all of the current regional economic problems, it is considered to be an important part of a regional strategy.

1990 Scenic Byway Management Plan

The Sherman Pass National Forest Scenic Byway Management Plan, written following its dedication as a National Forest Scenic Byway July 20, 1990, established the following goals for the Byway:

1. To demonstrate how past and present management activities have contributed to the unique character of Sherman Pass.
2. To provide a variety of recreational opportunities, which span all seasons that showcase the character of Sherman Pass.
3. To implement the Pacific Northwest Strategy and the Forest Service Rural Community Development Strategy.
4. To maintain/enhance the natural character of Sherman Pass.
5. To provide a high quality fishery in Sherman Creek.
6. To capture history through innovative interpretation to provoke the visitor and instill a sense of having experienced the cultural past.
7. To pay attention to aesthetic detail and to demonstrate the identity of each site and its unique character.

8. To become a fundamental part of tourism activities in Northeast Washington.
9. To provide a learning environment at each site promoting understanding and appreciation of its natural history and surroundings.
10. To exemplify cooperation between land management agencies.
11. To be actively involved with partnerships with local communities, user groups, and other organizations in the development of the Scenic Byway.

Other Goals

Additionally, the Colville National Forest has established the following project goals for this interpretive guide.

1. Update existing planning documents and redefine the goals and objectives in order to meet current needs, trends, and resource standards.
2. Utilize Focus Group analysis techniques and integrate local community planning efforts.
3. Include possibilities for High, Moderate, and Low levels of development in order to accommodate variations in use levels and funding. Intent is to provide flexibility and longevity to the Corridor Plan.
4. Tie in with the broader picture, trends and use patterns including other agency and community opportunities (wildlife refuge, fish hatchery, other recreation providers).
5. Acknowledge and incorporate, if applicable, the current economic development planning for communities affected by the Byway.

Focus Group/Stakeholder Involvement Process

Stakeholder Interviews

In June, 2003, staff from Cogan Owens Cogan conducted 13 meetings and interviews with a total of 20 stakeholders to discuss the Sherman Pass Scenic Byway project. Most interviews/meetings were held in person; three were conducted by telephone. Several meetings included more than one stakeholder.





Motorcyclists traveling the Byway nearing Sherman Pass.

Participants discussed the current and potential role of the Byway with respect to how it can meet community needs, tie in with other planning and improvement projects in the area, and how it can stimulate economic development.

Other issues raised in Stakeholder interviews that shaped Byway planning were the priority of improvement projects along the Byway and groups and funding sources that could help achieve Byway objectives. The results of these meetings contributed to the creation of interpretive themes and strategies for Byway improvements. They also provided additional information sources for Byway planning activities.

Focus Group Meeting #1

On July 17, 2003, GreenWorks and Cogan Owens Cogan worked with Colville National Forest staff to facilitate a focus group meeting of Byway stakeholders. Participants reviewed the results of earlier stakeholder interviews and discussed the role the Byway plays in their communities. They reviewed and discussed opportunities and constraints associated with possible improvements to different sites along the Byway. They also helped identify interpretive themes that could be used in developing an interpretive strategy for the Byway and proposed improvements at specific sites along the Byway.

Focus Group Meeting #2

On November 21, 2003, GreenWorks and Cogan Owens Cogan worked with Colville National Forest staff to facilitate a second focus group meeting of Byway stakeholders. Participants reviewed the results of the first focus group meeting, including how the results were incorporated in an interpretive strategy and themes for the Byway. GreenWorks staff described and participants commented on the proposed overall interpretive theme and design themes and materials for Byway improvements. The bulk of the meeting was spent reviewing, commenting on, and prioritizing preliminary conceptual designs for improvements to specific sites along the Byway. Participants also discussed the steps and schedule for implementation of proposed improvements and suggested potential funding sources for implementation.

Corridor Users

The Byway accommodates two main user groups:

1. Area residents traveling east and west across the region regularly.
2. Recreational travelers who may be first time visitors to the region.



Bicyclists reaching the summit of Sherman Pass, elevation 5,575 feet.



Recreation

The Kettle Crest forms one of the most important landforms of the region, and the designation of the Kettle Crest National Recreation Trail along it clearly indicates the quality of experience one can expect to find along its course. The high level of use this trail receives supports this. The Kettle Crest Trailhead, located at Sherman Pass along the Byway, provides direct access to this trail. The Kettle Crest Trail forms the spine for a large network of trails through the Kettle Range. This trail is used by hikers, mountain bikers and horseback riders in the summer, and in the winter it attracts snow shoe users and cross country skiers. Other trailheads that provide access to trails for these activities in close proximity to the corridor are Trout Lake, Snow Peak, Sherman, Jungle hill and Wapaloosie.

Sites for camping are provided at three sites along the corridor, which include Kettle Crest, Sherman Overlook, and Canyon Creek. Camping is also available at Trout Lake, five miles to the north of the corridor. At all of these locations vault toilet facilities are available.

The existing White Mountain Fire Interpretive Site, Sherman Overlook, Growden Heritage Site, and Log Flume Heritage Site provide picnic and interpretive opportunities for day users. At each of these sites vault toilet facilities are available.

Recreational Motorists

Driving has become an increasingly popular form of recreation. Sherman Pass Scenic Byway is part of a larger network of scenic byways and recreational driving routes in northeast Washington. To the east there is the North Pend Oreille Scenic Byway, and to the west the North Cascades Scenic Highway links the east side of the Cascade Range with the population centers of western Washington. In between, the scenic quality of the Okanogan Range is also significant, even though it is not officially designated as a scenic byway.

The close proximity to Canada has made pleasure driving of the many possible loops that lead into Canada and back popular activities as well. Canadians living just north of the U.S. border also use these loop routes. This series of loops is generally referred to as the International Discovery Loop. Sherman Pass forms a key link along these loop routes connecting Northeastern Washington with Southeastern British Columbia.



Bicyclists touring the Byway, sharing the road with a truck.

Bicycle Touring in the Corridor

Currently bicyclists are frequent users of the corridor, both those that are touring regionally and those attempting transcontinental trips. Because this plan hopes to attract increased usage by this user group, efforts to improve the experience of the Byway for bicyclists should be addressed.

The issue of safety is a growing concern as Byway use by bicyclists increases. Paved shoulders along the Byway corridor currently are very limited, generally two feet or less. A previous effort by the Forest Service investigated the feasibility of creating a separated bike path through the corridor. The findings of this study concluded that the cost of implementing such a project and subsequent liability and maintenance would be prohibitive.

The Golden Tiger Bike Path is currently a route recognized by the State of Washington as one of the most scenic routes available in the State. The “Golden Tiger” is identified from Tonasket to Newport on State Highway 20, as a State Scenic Byway. The intent in part of creating a separated bike path along the Byway would have been to

link up with the Golden Tiger route. While it has been determined that such a path is not feasible, any future actions to improve biker right of way or the bike route along the corridor should consider the Golden Tiger Bike Route and ways of joining to it in the future.

A preliminary study of the corridor to assess the feasibility of widening the Byway enough to provide paved bike lanes showed that this may be possible on the west side, but difficult on the east side. The road follows so closely to Sherman Creek along much of the east side of the Byway that Inland Native Fish Strategy (INFISH) regulations make widening of the highway a challenge. However, on the west side, there may be adequate room available to widen the road so that there is a bike lane on the right hand side as bikes are ascending. This plan recommends a detailed feasibility analysis of widening the road throughout the corridor to add paved bicycle lanes.

Also, the narrow condition of the road may not only be considered dangerous by bicyclists, but also by motorists attempting to pass bicyclists. To alleviate this situation and future encounters, signs should occur through the corridor alerting motorists to the presence of bicyclists and to encourage them to share the road.

Byway Interpretive Goals & Theme

Interpretive Goals

Goals for interpretation along the Sherman Pass Scenic Byway were established by the Sherman Pass Byway Management Plan, and are as follows:

1. Promote a deepening visitor understanding and appreciation of the Byway area while enhancing enjoyment and encouraging appropriate use of the sites.
2. Encourage exploration of the area beyond the immediate Byway.
3. Encourage creative thinking, contemplation and introspection.

4. Provide visitors with an understanding and appreciation of the role of the USFS and other agencies in managing lands in NE Washington.
5. Welcome visitors and orient them to facilities, services and attractions of the area.
6. Provide a variety of interpretive facilities and services that are dynamic enough to keep visitors returning throughout all seasons.
7. Provide accurate information about the resources, issues and land management policies in the area.
8. Provide safe interpretation that interests all age levels, ability levels and learning styles.

Additional goals for interpretation were established as part of this process by the Colville National Forest Service:

1. Guide the overall and site specific interpretive development along the Byway.
2. Highlight the Byway's natural, scenic and culturally significant sites by defining the major theme(s), supporting themes, and site specific stories.
3. Provide a multi-media approach.
4. Encourage public awareness, understanding and appreciation of the natural and scenic values along or near the Byway corridor, including human influences and habitation, both past and present.
5. Enhance public understanding of resource conservation and preservation values, and the importance of natural and scenic resources.
6. Enhance visitor's recreation experiences.
7. Consider public safety in the locations and preliminary design concepts for all media and recommended recreational opportunities.
8. Identify universal design as a prerequisite for all media, media sites and recreational opportunities.



View east from Byway looking out over South Fork of Sherman Creek.



Overall Byway Theme

The overall Byway interpretive theme should present the key concept and ideas that will guide the interpretive program for the entire Byway. A consistent and coherent interpretive program will enable visitors to make meaningful connections with the Byway's resources, either natural or cultural. The overall Byway theme also will serve to give the corridor an identity, an aspect that is currently missing from the Sherman Pass Scenic Byway experience.

An identifying byway theme will allow visitors to more readily recognize what makes this corridor unique and special, while at the same time serving to broaden the geographic awareness of the Sherman Pass Byway. In addition, the overall Byway theme will become a common thread that ties the whole experience together, giving the visitor a sense of continuity as they travel the Byway. This will be accomplished thematically by relating each site interpretive theme to the core concept of the overall theme.

Sherman Pass Overall Byway Theme:

The Sherman Pass Scenic Byway remains an important passage, connecting people and places through time.

This theme seeks to draw upon human history and the stories that are such an important and defining part of this region. It also seeks to emphasize how both the movement of people and nature through the region is an enduring story that continues today.

The Interpretive Hook

In *Scenic Byways, A Design Guide to Roadside Improvements*, one of the “interpretive rules of thumb” suggests using a “hook”, a device that is employed to quickly capture a visitor's attention. In this guide, each interpretive theme is accompanied by an “Interpretive Hook” that concisely conveys the concept message of the

overall theme and of the individual interpretive site themes.

Overall Byway Hook:

Share in the Journey...

The overall Byway hook for the Sherman Pass Scenic Byway alludes to the experiences of people over time as they have gone about their respective journeys through the region and over the Kettle Crest, and encourages visitors as they travel the Sherman Pass Scenic Byway to think of themselves and their experience as part of a continuum of experiences to which they are connected.

Profiles in Passing

“Profiles in Passing” will feature a story told in the first person about a particular experience someone has had in the Kettle Crest area. These will appear at each of the individual interpretive sites. They are intended to play upon the overall Byway theme of encouraging people to take part in the journey, enabling one to feel a greater sense of connection between their experience and all of those that proceeded. “Profiles in Passing” are identified in this guide with each of the project interpretive sites that follow, and are meant as specific examples of what *could* be. Also, there could be more than one appropriate story, such as an historic perspective complemented by a contemporary story. For each site, a possible spokesperson for the “Profile in Passing” is suggested in each Site Interpretive Strategy.



Republic, Washington, looking south on Clark Ave.



Overall Design Theme & Identity





Stone wall, Wilson River Waysides, Oregon.



Sign at Mt. Bachelor with stone base, sturdy timbers and iron work.



Unit Pavers, Sprague Wayside, Wilson River Hwy, Oregon.

Overall Byway Design Theme

The design and forms proposed in this guide are inspired and informed by the gentle sweeping curves that characterize the Kettle Range. These mountains through time have been integral to how people live, how they travel and where they settle. The tops of these rounded mountain tops, if abstracted, form a series of arcs rising and falling across the landscape.

A gentle curving arc in the Byway site designs takes its cue from these forms, which is repeated throughout much of the design elements. Visitors will first see this curve in the East and West Gateway signs upon entering the Byway, and will encounter it again as it is continued through the interpretive site signage, stone walls and paving edges throughout the Byway.

Built Features

Design Palette

It is suggested that materials used for construction of sites along the Byway be indigenous to the region, long lasting and vandal proof. Appropriate materials include stone, metals and heavy timbers. These materials also recognize and celebrate the materials that early pioneers, miners, settlers, and the Civilian Conservation Corps used in the first structures in the area.

Stone should be locally acquired granite, and walls and features constructed with it should be done by skilled stonemasons. Stone should be laid in a random ashlar pattern that is reflective of the rural, natural and rustic setting.

Structures such as kiosks, signage, and picnic shelters should incorporate heavy timbers reflecting the grandiose scale of conifers that typify the Kettle Range. Both peeled logs and milled lumber are appropriate, provided they are of a sufficient scale and mass.

Paving materials should include crushed gravel and asphalt concrete for vehicle areas, poured in place concrete and concrete unit pavers for pedestrian areas, and crushed rock or asphalt concrete trails.

Unfortunately, vandalism is a perennial issue, and the Byway is no exception. This issue presents a particular challenge to interpretive efforts, in that signage can be expensive to replace. A product that holds promise is made by a company called Folia, who use a high pressure laminate process to create a virtually scratch proof surface. It is less expensive than porcelain enamel, and can be replaced for less than the initial cost. Product samples seem to indicate that the medium is capable of achieving a very high quality graphic. (Folia, 58 York, Huntington, Quebec, Canada, JOS 1HO (888)-264-6122, www.folia.ca)

Signage

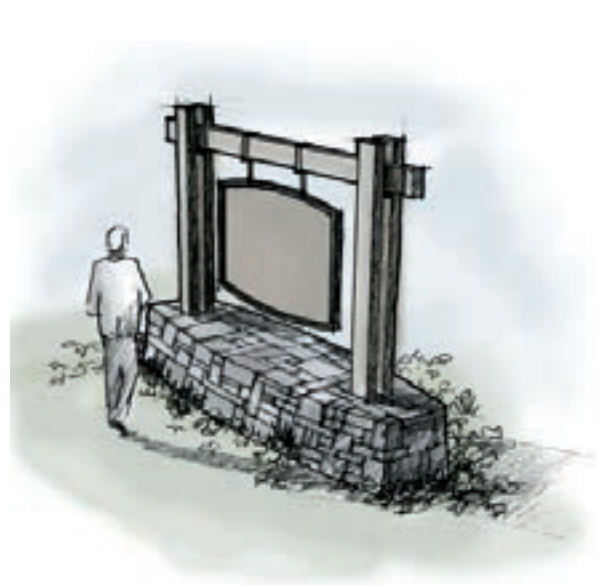
Three different signs have been designed for the Byway, which compose a family, each with common elements supporting the Byway design theme. They are Gateway Signs, Interpretive Site Identification Signs and Directional Signs. The Gateway Signs will provide clear indication to visitors that they are entering the Byway, while the Interpretive Site Identification Signs along the Byway will both identify sites and carry through the design theme like a string of beads. Directional signs are lower in the signage hierarchy, and provide direction about where to go at each of the individual sites. Wood, stone, black steel edging and steel brackets form their common elements.

Orientation kiosks at each of the interpretive sites incorporate similar materials and elements. They are related to the Gateway Signs with rounded stone bases, heavy timbers and black steel brackets. Natural wood colors are expected to be used for wood finishes.

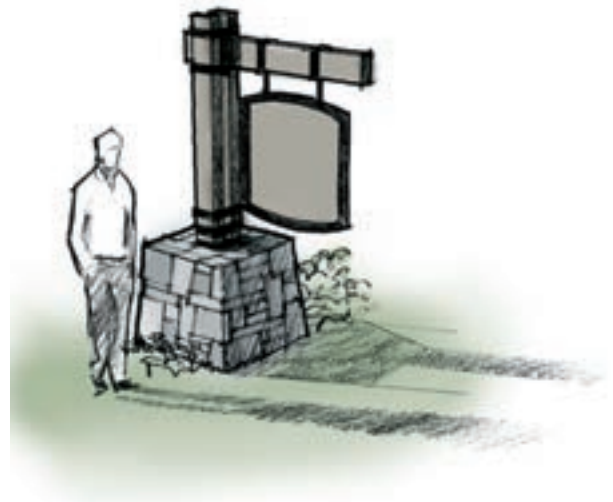
Accessibility

All sites will be designed to meet standards outlined in the Uniform Federal Accessibility

Byway Gateway Sign



Interpretive Site Identification Sign



Directional Sign





Typical asphalt path.

Standards and the Americans with Disabilities Act Design Guide. Additionally, improvements should be designed in accordance with the principles described in *Universal Access to Outdoor Recreation: A Design Guide*, 1993. All sites should be designed to meet the standard of “Easy”, as defined therein.

Corridor Wide Design Recommendations

Corridor Signage

In addition to the signage designed for this plan that is specific to the sites, efforts to increase corridor wide signage should be made. There should be signs one-quarter mile in advance of all sites to alert Byway travelers. In addition, graphically unique signage to the Byway with a Byway logo should occur periodically throughout the Byway to remind visitors that they are traveling the Sherman Pass Scenic Byway.

Picnic Facilities

In talking to users of the Byway, particularly bicyclists, there is a need for covered picnic shelters along the Byway to provide protection from the elements, both sun in the summer and rain year-round. Some of the site designs address this need by locating picnic shelters that will accommodate two or four picnic tables.

Nominate for National Scenic Byway Status

Currently, the Sherman Pass Scenic Byway is

designated as a National Forest Scenic Byway. The benefits of achieving national designation are increased recognition, participation in nationwide marketing, and eligibility for special funding and marketing assistance from the Federal Highway Administration (FHWA).

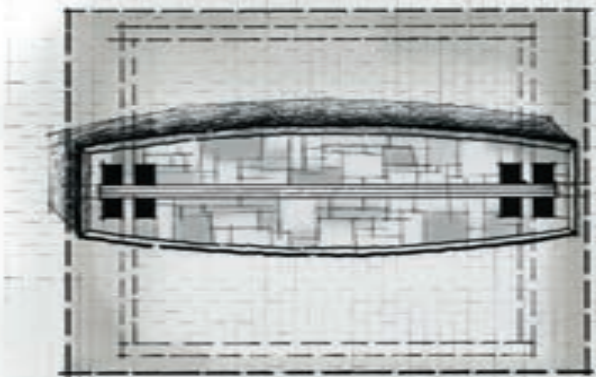
The criteria for attaining national status are that a National Scenic Byway must possess at least one of six intrinsic qualities: natural, scenic, cultural, historic, recreational and archeological. In addition, a nominee must already be designated as a scenic byway by the state or other federal agency, such as the Forest Service. Other criteria must be met for user safety and facilities also. A corridor management plan is a required part of the submission seeking this designation as well. This nomination process to make Sherman Pass a National Scenic Byway should be initiated immediately.

Potable Water in the Byway

Currently, all existing wells along the Byway have been decommissioned due to the expense of maintaining them. The need for at least one potable water source has been communicated by many users and groups. It is recommended that this action be implemented to support recreational activities in the corridor. The ideal site to implement this is at the Kettle Crest Trailhead because of the level of use it receives. However, because there is no well at this site presently, the cost of either pumping water from an existing well or creating a new one may likely make providing potable water here impossible. An alternate location to make potable water available is proposed at the existing well at the Sherman Overlook campground.



Typical crushed rock trail, Noble Woods, Hillsboro, Oregon.



Orientation Kiosk

Elevations

Plan

Perspective

